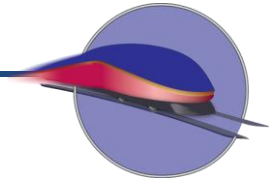


Corridor Service Name: CA-MERCED/FRESNOHSR-DESIGN/BUILD Date of Submission: 10/01/2009 Version Number: 1

High-Speed Intercity Passenger Rail (HSIPR) Program

Track 2-Corridor Programs:

Corridor Service Overview



Welcome to the Corridor Service Overview form for Track 2-Corridor Programs of the Federal Railroad Administration's (FRA's) High-Speed Intercity Passenger Rail (HSIPR) Program.

The purpose of the Corridor Service Overview is to (1) serve as a navigation tool for application(s) related to a particular corridor service, (2) allow applicants to present their comprehensive vision for the development of a corridor service, and (3) demonstrate regional coordination in the development of the corridor service.

Definition: For purposes of Track 2, a “corridor program” is “a group of projects that collectively advance the entirety, or a ‘phase’ or ‘geographic section,’ of a corridor service development plan.” (*Guidance, 74 Fed. Reg. 29904, footnote 4*). A corridor program must have independent utility and measurable public benefits.

The Corridor Service Overview lists all the applications associated with a particular corridor service (including any Track 2 programs, as well as projects applied for under Tracks 1, 3, and 4). The Overview also lists potential applications for programs and projects supporting the same corridor service that are anticipated under future rounds of the HSIPR Program. For each corridor service, regardless of the number of applicants or applications involved, a Corridor Service Overview must be submitted. In addition to a Corridor Service Overview, an applicant must submit a Track 2 Application Form for each corridor program.

We appreciate your interest in the HSIPR Program and look forward to reviewing your Corridor Service Overview and Track 2 application(s). If you have questions about the HSIPR Program or the Application Forms and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Corridor Service Overview Form:

- Please complete this form electronically.
- In the space provided at the top of each section, please indicate the Corridor Service name, date of submission (mm/dd/yyyy) and an application version number assigned by the applicant. The distinct Corridor Service name should be less than 40 characters and adhere to the following convention: State abbreviation-route or corridor name that is the subject of the Corridor Service Overview (e.g., HI-Fast Corridor). If more than one State is involved in the corridor service, the State abbreviation should be that of the State that is submitting the overview; only one State abbreviation may appear in the Corridor Service name. If projects supporting the same Corridor Service were applied for under Tracks 1a, 1b, 3, or 4, the Corridor Service name must include the same “route or corridor name” that was used in those earlier applications.

- For completion of question 3, at least one corridor **program name** is required. This corridor program name must be the same name used in the Track 2 Application submitted for that program. The corridor program name must be less than 40 characters and must consist of the following elements, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor name, and (3) a corridor program descriptor that will concisely identify the program's focus (e.g., HI-Fast Corridor-Main Stem).
- For completion of question 3, one or more **project name(s)** may be required. In question 3 only list projects already submitted under another track, or exclusively utilizing funding sources other than HSIPR, or intended to be submitted in the future. (I.e., do not list projects that are exclusively components of a Track 2 Corridor Program application). When listing a project already submitted under another track, please use the exact same project name as provided in the original application. For projects not previously submitted, please use a distinct project name according to the following naming convention, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor service name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor- Wide River Bridge).
- For each question, enter the appropriate information in the designated gray box.
- Narrative questions should be answered within the limitations indicated.
- Applicants must upload this completed Corridor Service Overview as an attachment to each Track 2 Corridor Program application to which it pertains. The Overview, the applications, and all other application materials must be uploaded to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.

A.Point of Contact and Overview Information

(1) Corridor Service Point of Contact (POC) Name: Mehdi Morshed		POC Title: Executive Director		
Street Address: 925 L Street, Suite 1425	City: Sacramento	State: CA	Zip Code: 95814	Telephone Number: 916-324-1541
Email: mmorshed@hsr.ca.gov		Fax: 916-322-0827		
(2) Name of all States and organizations that are part of this corridor service: California High-Speed Rail Authority				

Master List of Related Applications: Please detail each activity for which HSIPR funding is being requested, or which is directly related to the Corridor Service. Applicants should list submissions for all Tracks which are linked to this Corridor Service Overview. For example, if a related Track 1a Project application was already submitted, that application should be separately listed below. If the project covered by that same 1a application is also being submitted as an element of a Track 2 Program, indicate the program when listing the project.

Row No.	Corridor Program or Project Name	Applicant	Description	Application Track	Estimated Corridor Program or Project Cost (Millions of YOE* Dollars, One Decimal)	Funding Info
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				1a	1b	2	3	4	If a "project": Is this project also included in a "corridor program"? If yes, indicate program's row number	Total Cost	Amount Applied For	
1	CA-Phase1HSRProgram- PE/NEPA/CEQA	California High Speed Rail Authority	PE/NEPA/CEQA for seven Phase 1 segments: (1) SF/SanJose; (2) SanJose/Merced; (3) Merced/Fresno; (4) Fresno/Bakersfield; (5) Bakersfield/Palmdale; (6) Palmdale/LA; (7) LA/Anaheim	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$388.0	\$194.0	Currently requesting
2	CA-Phase2HSR-NEPA/CEQA	California High Speed Rail Authority	NEPA/CEQA for two segments: (1) Merced/Sacramento; (2) LA/SanDiego	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$120.0	\$60.0	Currently requesting
3	CA-AltamontCorridorRail-NEPA/CEQA	California High Speed Rail Authority	NEPA/CEQA for Altamont Corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$45.0	\$22.5	Currently requesting
4	CA-SF/SanJoseHSR-Design/Build	California High Speed Rail Authority	Design and construction of 50-mile segment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,960.0	\$980.0	Currently requesting
5	CA-Fresno/BakersfieldHSR-Design/Build	California High Speed Rail Authority	Design and construction of 98-mile segment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,639.0	\$819.5	Currently requesting
6	CA-LA/AnaheimHSR-Design/Build	California High Speed Rail Authority	Design and constructilon of 30-mile segment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$4,375.0	\$2,187.5	Currently requesting
7				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
9				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
10				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
11				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
12				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
13				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
A. Total Costs for Corridor Programs and projects listed above (Unadjusted):										\$8,527.0	\$4,263.5	N/A
B. Total costs for projects that are listed separately above (under Tracks 1a, 1b, 3, or 4) and that are included in a Corridor Program above:										0	0	N/A
C. To eliminate double counting, subtract the total in B from the total in A (this is the adjusted total cost of Corridor Programs and projects envisioned for this corridor service):										\$8,527.0	\$4,263.5	N/A
* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.												

Corridor Service Name: CA-MERCED/FRESNOHSR-DESIGN/BUILD Date of Submission: 10/01/2009 Version Number: 1

B. Corridor Service Narrative

(1) Corridor Service Name: CA-MERCED/FRESNOHSR-DESIGN/BUILD

(2) Corridor Service Narrative. *Please limit response to 10,000 characters.*

Describe the main features and characteristics of the Corridor Service, including:

- The location and description of the benefiting Corridor Service, including the State(s) and relevant jurisdiction(s) (include a map in supporting documentation).
- The service objectives for the corridor, including a description of pertinent features of the service design.
- A description of how the component Corridor Program and project applications fit together within the framework of the overall Corridor Service.
- If more than one State or organization is involved in this corridor service, a description of how you will coordinate service development and operation.

The State of California is the world's eighth largest economy. As such, it is critical to the state and national economy that both people and goods move efficiently throughout the state. California is already home to the nation's most heavily-traveled interstate highway, its busiest port, and the second, third and sixth busiest intercity passenger rail corridors in the country. California's population is projected to increase by 12 million more people by 2030 – to 50 million residents. To help keep the state moving, to maintain its high quality of life and to protect its environment, the state is planning to connect its major economic centers together with a high-speed train system. The goals of this program are to provide a reliable, high-speed electrified train system that links the major Bay Area cities to the Central Valley, Sacramento and Southern California and at reliable travel times. The California High-Speed Rail Authority (Authority) has been working to plan and design this system for over a decade. In 2008, California voters strongly endorsed the project by approving a historic \$9.95 billion bond measure to help fund its implementation and to leverage additional investment.

The 520-mile Phase 1 system is projected to be complete by 2020 and will link the state's major economic centers together – from Anaheim, to Los Angeles, through the Central Valley and the Silicon Valley to San Francisco. The full 800-mile full build-out system includes extensions from Sacramento to Merced and from Los Angeles to San Diego via Riverside and is expected to be complete by 2026 (see attached maps). This system -- the first of its kind in the United States -- will provide connections to international airports, regional and intercity passenger rail systems and bus systems plus pedestrian and bicycle connections at the local community level.

Stations will be approximately 50 miles apart in rural areas and closer together in metropolitan areas. In virtually every major city, the high-speed train station will be developed in conjunction with existing rail transportation hubs to produce the most efficient linkages to local and regional transportation system. These include, for example, the Transbay Terminal in San Francisco, the Diridon Station in San Jose, Union Station in Los Angeles and the Anaheim Regional Transportation Center (ARCTIC) in Anaheim. Efficient integration of the high-speed train network with local and regional transit systems is critical to its success and will result in a highly integrated, intermodal network of transportation systems that will make it easier for people to travel quickly and conveniently through their communities and across the state.

The system will be built as a new, fully-grade-separated rail infrastructure dedicated exclusively to high-speed train services (i.e., not shared with conventional intercity, freight, or commuter services) except in a 50-mile section between San Francisco and San Jose which is being planned to share track at reduced speeds with express Caltrain commuter services. Wherever possible, the high-speed train system will be built along or adjacent to existing transportation facilities instead of creating a new transportation corridor, reducing potential unplanned growth and sprawl problems in

both rural and urban areas.

HST will offer a completely new type and level of service, with operations of up to 220 mph. By 2030, the Authority plans to operate over 200 trains per day (about 115 in each direction) which are projected to carry up to 100 million passengers annually. Train service will be up to five times faster than current rail services and, as such, it will be competitive with air travel over many of the intercity travel markets. Travel between San Francisco and Los Angeles is projected to be about two hours and forty minutes between Fresno and Sacramento in about an hour.

Service will be provided using state-of-the-art, electrically powered, high-speed rail technology that has been proven in high-speed passenger rail service in Europe and Asia. Service will be provided with a new fleet of FRA safety-approved trainsets, capable of providing reliable and safe 220 mph operations. State-of-the-art train control and communications systems will be implemented as will support facilities for operations and maintenance of the vehicles and the right-of-way. The service quality provided will represent a significant improvement over any existing mode of transportation in the U.S., with projected on-time performance at or near 100%, with smooth, comfortable rides and extremely high safety standards.

A Tier 1 Environmental Review was completed by the Authority in the Statewide Program Environmental Impact Report/Environmental Impact Statement in 2005. Subsequently, in 2008 the Authority re-evaluated the corridor in the Bay Area to Central Valley HST EIR/EIS. In the Bay Area to Central Valley program EIR/EIS, the Authority designated the Pacheco Pass via Gilroy as the preferred route to connect the main line of the HST network in the Central Valley with the Peninsula and San Francisco.

The system will be built with a combination of State, Federal, private, and local funds under the direction of the Authority and assisted by experienced high-speed rail planning, engineering and construction management teams. Individual sections will be developed as matching funds become available. While the system may not be constructed as a single continuous project, completion of the major link between Los Angeles/Anaheim and San Francisco will remain the priority. Ongoing operations will be productive and cost-effective with approximately \$3.6 billion in gross revenues annually with fare levels assumed at around half the cost of airfares. This revenue will provide a cash flow that will help defray a portion of the original capital cost. It will also yield sufficient revenue to cover ongoing operations and maintenance costs.

MERCED-FRESNO OVERVIEW

This application proposes to construct HSR infrastructure including track but not electrification and other HSR “systems” for 220 mph operation in the 50-mile section between Merced and Fresno. HSR tracks would parallel the Union Pacific Railroad (UPRR) route and State Route (SR) 99. The proposal includes ROW acquisition, grade separations, SR99 interchange modifications, utility relocation, environmental mitigation, earthwork, guideway structures, and track. Independent utility is provided by constructing approximately 50 miles of new high-speed double-track railroad between Merced and Fresno allowing connection into conventional rail passenger services at each end. Undertaking the highway modifications and grade separations of the UPRR early in the CHST Project would provide immediate safety and traffic-flow benefits complimentary to Caltrans’ “SR 99 Corridor Program” under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006.

Next Steps

- Complete the NEPA/CEQA environmental reviews
- Secure the FRA Rule of Particular Applicability (RPA) and CPUC waivers

Assuming this Corridor Program is funded, the Authority would take the following next steps:

- Issue the Design/Build contracts for the Merced-Fresno Corridor Program
- Seek funding for the remaining currently unfunded infrastructure work (particularly the “urban” sections in Merced and Fresno) and “Core Systems”
- Select and contract with the HST System operator

Once additional funding is secured:

- Bid and award the remaining Merced-Fresno Design/Build work, including the infrastructure work in the urban areas and the “Core Systems”

- Build the test track and heavy maintenance facility (HMF) in the Central Valley and order the high-speed trainsets
- Once the test track and HMF are completed, take delivery of the initial HST trainsets and commence testing
- As the construction is nearing completion, start integrated testing and commissioning of the infrastructure, core systems and rolling stock
- Once the testing and commissioning is complete, obtain FRA and CPUC approval to commence revenue service

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.